Patent Claims

1. A method for preventing unintended acceleration of a
vehicle, in which a first actuation variable which
5   describes actuation (v_{FB}) of a driving operating element
(31) which is provided for influencing drive means (35)
of the vehicle is determined, and in which the vehicle
remains unaccelerated if an idling condition which is
dependent on the first actuation variable which is
10 determined is fulfilled, characterized in that, in
addition to the first actuation variable, a second
actuation variable which describes actuation (v_{BB}) of a
brake operating element (34) which is provided for
influencing braking means of the vehicle is determined,
15 the idling condition also being dependent on the second
actuation variable which is determined.

2. The method as claimed in claim 1, characterized in
that the first actuation variable describes an actuation
20 speed (v_{FB}) of the driving operating element (31), and/or
in that the second actuation variable describes an
actuation speed (v_{BB}) of the brake operating element (34).

3. The method as claimed in claim 1 or 2, characterized
25 in that a dead time variable which describes the time
(Δt) between the end of actuation of the brake operating
element (34) and the start of subsequent actuation of the
driving operating element (31) is determined, the idling
condition also being dependent on the dead time variable
30 which is determined.

4. The method as claimed in claim 2, characterized in
that the idling condition is fulfilled if by evaluating
the first and second actuation variables it is determined
35 that the actuation speed (v_{BB}) of the brake operating
element (34) exceeds a first actuation threshold value

($v_{BB,ref}$) which is predefined for the brake operating element (34), and in that the actuation speed (v_{FB}) of the driving operating element (31) exceeds a second actuation threshold value ($v_{FB,ref}$) which is predefined for the
5 driving operating element (31).

5. The method as claimed in claim 4 in conjunction with claim 3, characterized in that the idling condition is fulfilled if by evaluating the dead time variable it is
10 also determined that the time (Δt) described by the dead time variable drops below a predefined time threshold value (Δt_{ref}).

6. The method as claimed in one of claims 1 to 5,
15 characterized in that the idling condition is dependent on at least one driving state variable which describes the driving state of the vehicle.

7. The method as claimed in claim 6, characterized in
20 that a first driving state variable which describes the velocity (v_f) of the vehicle is determined, the idling condition being fulfilled if by evaluating the first velocity variable it is also determined that the velocity (v_f) drops below than a predefined velocity threshold
25 value ($v_{f,ref}$).

8. The method as claimed in claim 6 and 7, characterized in that a second driving state variable which describes the distance (d) between the vehicle and
30 an obstacle which is located in the direction of travel of the vehicle is determined, the idling condition being fulfilled if by evaluating the second driving state variable it is also determined that the distance (d) drops below a predefined distance threshold value (d_{ref}).
35

14

9. The method as claimed in claim 8, characterized in that the distance threshold value (d_{ref}) is determined as a function of the velocity (v_f) of the vehicle or the relative velocity (v_{rel}) between the vehicle and the
5 obstacle.

10. The method as claimed in one of claims 6 to 9, characterized in that a third driving state variable which describes the relative velocity (v_{rel}) between the
10 vehicle and an obstacle located in the direction of travel of the vehicle is determined, the idling condition being fulfilled if by evaluating the third driving state variable it is also determined that the relative velocity (v_{rel}) drops below a predefined relative velocity
15 threshold value ($v_{rel,ref}$).

11. A device for preventing unintended acceleration of a vehicle, having first determining means (30) which determine a first actuation variable which describes
20 actuation (v_{FB}) of a driving operating element (31) which is provided for influencing drive means (35) of the vehicle, and having an evaluation unit (32) which determines whether an idling condition which is dependent on the first actuation variable which is determined is
25 fulfilled, and, when the idling condition is fulfilled, said evaluation unit (32) influences the drive means (35) in such a way that the vehicle remains unaccelerated, characterized in that, in addition to the first determining means (30), second determining means (33) are
30 provided which determine a second actuation variable which describes actuation (v_{BB}) of a brake operating element (34) which is provided for influencing braking means of the vehicle, the idling condition also being dependent on the second actuation variable which is
35 determined.